

Have You Seen the Automobile Show? Well, Come With Me

GROWTH OF AUTO INDUSTRY

Thousands of Cars Are Now Manufactured for Business and Pleasure Uses.

Millions of Dollars Invested in Factories

Optimistic Estimates Give 1910 Cars as Likely Output for 1910.

One of the brightest of prospects in the world that the industry entering the coming season, for this year to be the greatest of the industry in the history of the automobile. There have been an industry which from comparative insignificance a startling immensity in a short period of time. Hardly a month has elapsed since the automobile was considered a curiosity, a novelty which was for the amusement of the few, and that is a record of progress that no other great business can boast. There are millions upon millions of dollars invested in the great automobile industry, and the manufacturing of automobiles is recognized as one of the most important factors in the economic situation of the United States.

Estimates are given as to the output of the 250 makers of automobiles. The most reasonable ones place the output at 180,000 and 200,000, and it is two safety valves which have a regulating effect, it is estimated that this great production will be higher. An overwhelming number of touring cars, roadsters and runabouts is only prevented by the automobile manufacturer from producing more. The necessary specialized machinery and the other regulating spirit is the recent decision upon the part of the Association of Automobile Manufacturers to power to decide what can be allowed to construct more and how many they may.

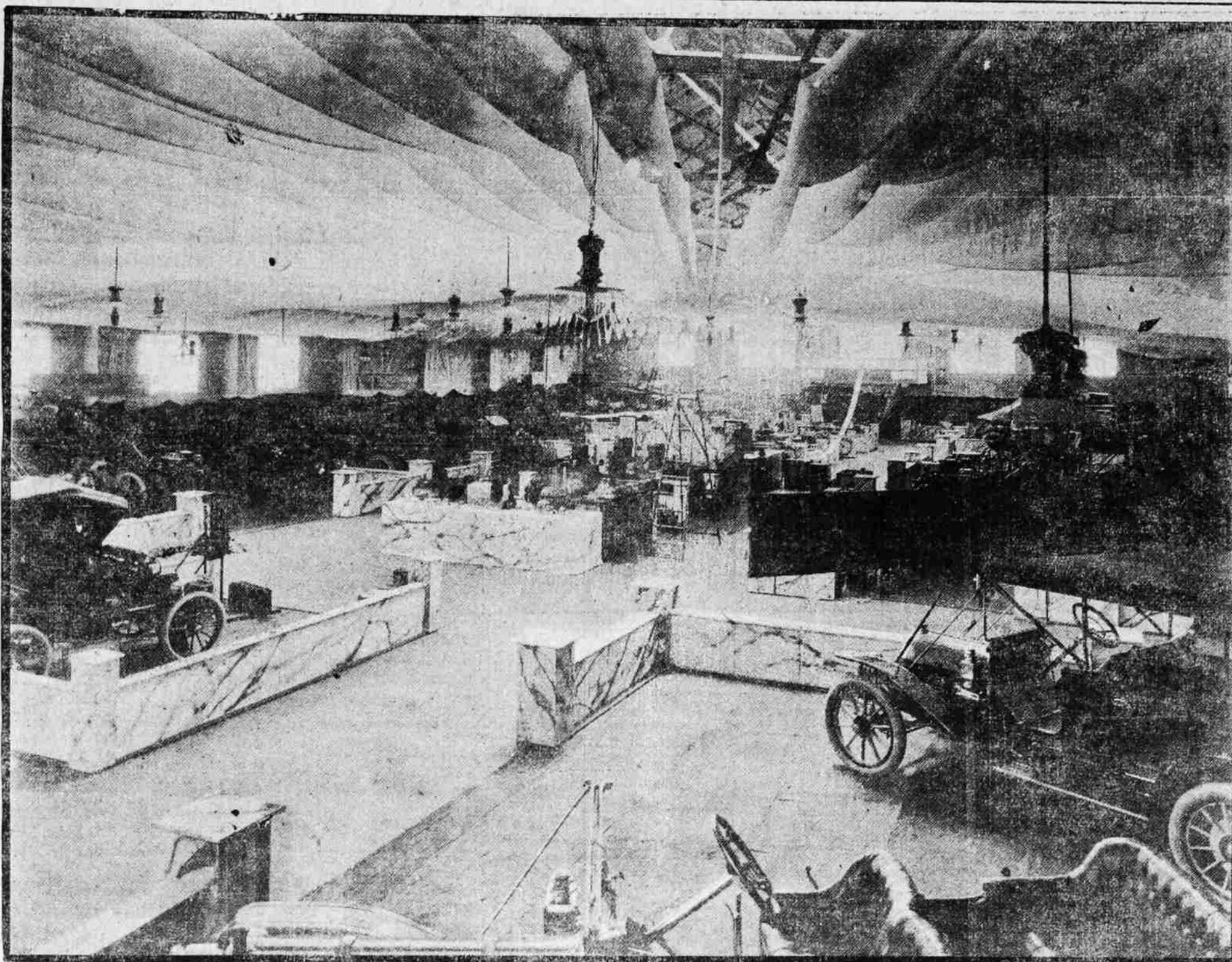
Plans of Factories.

Plans of factories include of machines, and of course, the production is very large. The centers of the trade are about six sections of the country. Detroit, Indianapolis, Cleveland, Mass., and eastern Ohio. Detroit will turn out the most and Indianapolis will be second. The factories in places are already taxed to capacity. The Premier company in all about 1000 1910 season and is now reorganizing twenty-five each week in the department. As it is the operation by night as well as day is only feasible when the automobile manufacturer, as does the company, and not merely as a service.

Other details of the present models include those features which have assisted in proving Premier reliability in the contests of the past, for little change has been made or found necessary. The front axle is an I-beam forging, with the spring seats integral, the frame is of pressed steel and is stronger in the most important parts than the frames on other cars of the same size. The engine and transmission are mounted upon a pressed steel sub-frame and the entire mechanism so well lined up and fastened that looseness is a trouble seldom found. All bolts and nuts are cast-steel and locked or wired. The clutch is of the multiple disc type, working in oil, and the transmission is of the three forward speed selective sliding gear type. The cylinders have a bore of four and a half inches, and the stroke is five and one-quarter inches. The drive is by shaft through two universal joints, and every metal used in the construction is of absolutely the best material obtainable. For instance, the cylinders and crank cases are made of a semi-cast instead of the usual gray iron. The Premier company will enter all the important endurance contests of the season, for in years gone by the reliability of these cars has best been publicly proven in this way.

Construction of Car.

Relative features the Premier car, for there are many points worth in its make-up, such as the point of the largest wheel on any automobile. Every detail that more depends on the make of an auto than upon the part, not even excepting the car. When in danger a car is shipped, and to make the car built the Premier manufacturer given them each 525 inches of surface nearly 200 more than there are two sets, an interior applied by the foot pedal and shoes with cork inserts, and an external contracting



SHOWING DISPLAY AT UTAH'S FIRST AUTOMOBILE SHOW.

No More Horses Need Apply



THE QUICK SERVICE COMPANY'S OUTFIT.

That the fate of the work horse in Salt Lake City is in plain sight is quite apparent from the way automobiles, truck wagons and taxicabs are being shipped in. Manager P. C. Dykes of the Quick Service company has already made arrangements with several of the large business houses of the city for transportation facilities. At the present time Dykes does the freight hauling for Hancock Brothers, Salt Lake Brewing company, Salt Lake Livery & Transfer company, People's Forwarding company and Abrams & Sullivan. It is the intention of the company to give special attention to contracts that involve the transportation of large

and heavy loads. It has been demonstrated that in such contracts, assuming full loads, a direct haul and continuing month after month, the percentage of profit reaches the maximum.

The medium of transportation to be used by the Quick Service company is the electric gasoline truck known as 'Comple' Gear and manufactured at Grand Rapids, Mich. This is the machine used by the Pittsburg Malleable Iron company, the Illinois Steel company, the Dold Packing company, the Pullman company, the Larkin Soap company, and many other of the great firms of the country, that require a truck that is always ready for the very heaviest loads and one that will not fail with those loads.

In Salt Lake City, where our power truck has been doing only irregular work, it has been rather difficult to arrive at an average earning capacity. Mr. Dykes has had a good many days since last June when his earnings with truck and trailer showed \$30. There was another period of several days, in handling a different class of goods, when his earnings reached an average of \$42 dollars per day. This was the highest mark reached. In making an estimate of profits, we shall be conservative and use the lower average of \$30 per day.

EXPENSES.

Power, \$1 per day, 26 days, \$26.00
Driver, \$2 per day, 26 days, \$52.00
Helper, \$2 per day, 26 days, \$52.00

Total profit per month on one truck and trailer, \$624.00

In making this estimate one must bear in mind that one power truck and trailer equal in capacity and working power three teams and horse trucks.

Cost to feed one horse per month, \$20.00

Driver, \$2 per day, 26 days, \$52.00

Helper, \$2 per day, 26 days, \$52.00

Cost of operating three-horse trucks, \$570.00

Total cost of equal capacity in power trucks, \$156.00

In favor of power truck, \$414.00

THOMAS RECEIVES HANDSOME TROPHY

American Car Hailed as the World's Champion at Big Auto Banquet.

FOUR MANUFACTURERS ENTERED THE CONTEST

Randall-Dodd Company Has Famous Car on Exhibition at Show.

E. R. Thomas, the Buffalo manufacturer, whose nerve brought victory to the Thomas Flyer in the great round-the-world contest from New York to Paris, which started February 12, 1905, and finished July 30 of the same year, received the trophy emblematic of the victory at a banquet held at the Automobile club of America, Fifty-fourth street, New York City, Saturday evening, January 8. Harry P. Borchell, representing the New York Times and Le Matin of Paris, made the presentation speech.

The victory of the American car, the only American entry, caused world-wide comment, and was hailed as a world's championship, and is so considered.

Just as the bells were ringing in Sunday morning 150 of America's representative newspaper men sat down to one of the most impressive banquets that has ever been served in New York City.

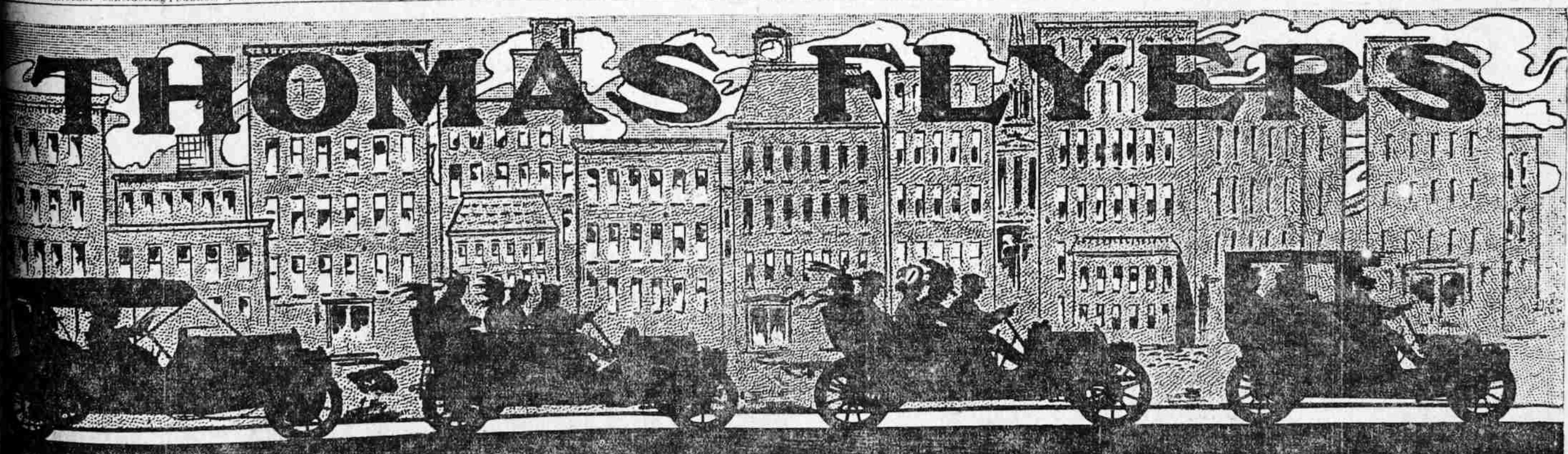
The table was in the form of a horseshoe or magnet, with the speaker's table at the open end. The guests sat on the outer side, facing the guests, and fastened to the back of the table was a mission rail with photos of the race from start to finish, the division between each table being marked by mission standards supporting lanterns which depicted the New York Paris car winning the race. The trophy was in the center of the horseshoe and faced the speaker's table.

Tom Moor was the toastmaster and in introducing Mr. Thomas, paid glowing tribute to the good sportsmanship of the Buffalo maker who alone had nerve to make an entry in the great contest. The actual running time was eighty-eight days for the supposedly impossible trip. Among the more prominent speakers were George Schuster, who drove the winning car; George Miller, his mechanic; E. R. Thomas, the entrant of the car, who was so affected by the credit given him that he almost shed tears as he rose to speak; Alfred Reeves, Robert Lee Morrell, chairman of the contest board at the time of the starting of the contest; Colonel George Pope, who paid glowing tribute to Mr. Thomas; John C. Wetmore, the dean of the newspaper men, and S. S. Butler, the chairman of the contest board at the present time.

Verreault Designs Trophy.

The trophy, designed by George T. Verreault of Buffalo, for the Gorbham company, is an immense globe of bronze, surmounted by a large bronze eagle with outspread wings in an attitude of defiance. The base is of green marble brought over from Italy especially for this trophy. Between the globe and the base is a sub-base of pink marble brought from France. The bronze in the trophy was brought from Germany and the route is laid out with American silver. The entire trophy is a symbol of the four nations that had the courage to enter this long grind. On the four sides of the base are bronze tablets in high relief depicting the start, the finish and the order in which the cars were awarded prizes. The main side contains the inscription of award. The sub-base contains the coat of arms of the nations competing, France, Germany, Italy and the United States. The trophy is the largest ever given for a contest of any description and stands six feet six inches in height and weighs 1600 pounds.

The trophy will be exhibited at the Philadelphia, Detroit, Chicago, St. Louis, Kansas City and Boston shows. There is a well defined rumor that the Thomas company intend to test out their new cars by sending one around the world. The car will be driven by George Schuster, with George Miller as mechanic, a mechanical expert accompanying the car to make a thorough and exhaustive record of the trip from a mechanical standpoint. This car is on exhibition at the Utah automobile show. Randall-Dodd Auto company being the general agents here.



PASSING THE SKYSCRAPERS OF SALT LAKE ON THEIR WAY TO THE AUTOMOBILE SHOW.